H. H. Rogers's steam yacht Kanawha and F. M. Smith's steam yacht Hauoli will ace next Saturday over a sixty mile course outside Sandy Hook for the Lysistrata cup. It will be the second contest for this trophy, which was presented to the New York Yacht Club last year by James Gordon Bennett. The trophy is a challenge cup for steamers and is valued at \$2,500. If it s won twice by the same yacht it becomes the property of the owner of that yacht. The Kanawha won the race last year off Newport, defeating the Noma, owned by W. B. Leeds, and if the Kanawha succeeds in defeating the Hauoli the trophy will

become Mr. Rogers's property.

Both the defender and the challenger have been specially prepared for the race next Saturday. The Kanawha, after the contest last summer, was put through a series of exhaustive trials in order to find out where her speed could be improved; and last winter, while the yacht was at Morris Heights, several changes were made in the machinery, which, are said to have improved her speed materially. The boilers were retubed, and the yacht now can carry a higher pressure of steam than formerly. This gives more revolutions to her wheel, and more revolutions under ordinary conditions mean more speed. Whether the increased speed will be sufficient to defeat the Hauoli remains to be seen.

The Hauoli was built last year, and while she was not raced she was tried against several fast steamers and gave great satisfaction to her owner, designer and builder. This year the boat has been thoroughly overhauled and is now in the finest of trim. The two yachts will go to the line on Saturday in the best possible condition. Neither side is boasting, but each owner has confidence in his boat. It is certain that the victory will not be a hollow one, and the yacht that succeeds in crossing the finishing line first will have to be driven for all she is worth from the start.

The Kanawha, the holder of the cup, was built at Seabury & Co.'s, at Morris Heights, for the late John P. Duncan in 1899. Since that time she has been the fastest boat among the steam yachts in these waters. There may have been some smaller craft that could go faster than the Kanawha for a short distance, such as the Ellide and the Arrow; but these are only racing machines and cannot be classed with a boat like the Kanawha, which is a vessel of 580 tons displacement, can accomodate many guests, and has room for a large crew of sailors and engineers.

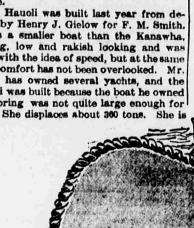
Mr. Duncan was fond of speeding his boat against any vessel that made any pretentions of being fast. Mr. Rogers, too, liked to travel fast and has sent the Kanawha against every craft that has been edited with doing anything phenomenal with the result that the Kanawha can proudly claim the title of being the fastest boat in

She is a comfortable craft, and in ner construction and fittings comfort has not been sacrificed to speed. When running at full speed she is as steady as many boats are when they are tugging at their moortages and a glass of water could be placed Kanawha. She is driven by a four cylindered, when they are tugging at their moortages and a glass of water could be placed to speed.

built that can keep so steady.

The Kanawha is a steel boat, 227 feet over all, 192 feet on the waterline, 24 feet beam and 10 feet draught. She has three masts and is well known to every one who watches the boats. She is driven by twin screws, each one being turned by a triple expansion, three cylindered engine. These cylinders are 14½, 24 and 42 inches in diameter respectively, by 24 inches stroke. ameter respectively, by 24 inches stroke. Steam is generated in four water tube boilers. The screws are of manganese bronze and are four bladed. The diameter of each screw is 7 feet 4 inches, and the pitch 9 feet. When driven at full speed these screws make 290 revolutions a minute, according to Designer Seabury, and it is expected that the boat will make more than twenty knots an hour in the race.
When the Kanawha won the Lysistrata cup she averaged 19.67 knots an hour, and she was not driven on the last leg of the

The Hauoli was built last year from designs by Henry J. Gielow for F. M. Smith. She is a smaller boat than the Kanawha, is long, low and rakish looking and was built with the idea of speed, but at the same time comfort has not been overlooked. Mr. Smith has owned several yachts, and the Hauoli was built because the boat he owned last spring was not quite large enough for him. She displaces about 360 tons. She





Some of the Confederate stamps are also

quite rare, those issued in Aberdeen, Miss., and Spartanburg, S. C., being worth about \$350 apiece, while many others are valued

at from \$100 upward.

"A Roumanian \$1-para stamp of 1858 is classed among the great rarities. Only the big collectors possess copies of it. It is thought to be as valuable as the Mauriting feature.

is thought to be as valuable as the Mauritius issue.

"The Cape of Good Hope so-called wood blocks are also quite valuable, being worth about \$400 each. In making up the plates for this stamp the one penny was by mistake dropped into the four penny plate, and the four penny into the one penny, so that when the sheets were printed they were found to be mixed, each denomination having the wrong color. These stamps are triangular in shape, and have all been cancelled, an unused copy being unknown.

stamps are triangular in shape, and have all been cancelled, an unused copy being unknown.

"A good illustration of the rapid growth in the prices of stamps is the following experience of E. Stanley Gibbons, the founder of the London stamp firm. In 1856 Mr. Gibbons began dealing in stamps in a small way in Plymouth, England, using a portion of his father's drug store to display his stamps.

"One day a sailor came into the store with a sack full of stamps. He dumped the contents on the counter, saying: 'A few stamps for you.' He gladly accepted \$25 for the lot.

"Upon examining the stamps Mr. Gibbons found that they consisted of triangular Capes, including thousands of the wood block issues and about twenty of the now highly prized errors. The sailor said that he had attended a bazaar in Cape Colony, where one of the prizes offered to be raffled for was the sack full of stamps. The entrance fee was one shilling, and he won the prize.

"The sailor made a fair bargain out of his sackful of stamps, and Mr. Gibbons also did very well, but it is on record that he sold the great majority of these stamps for a dollar apiece at the time, and now collectors are glad to get them by paying \$400."

Erected in 1320 in One of the Towers

of Peterborough Cathedral.

From the London Chronicle.

Peterborough Cathedral has the oldest working clock in England. It was erected about 1820 and is probably the work of a monastic clockmaker. It is the only one

monastic clockmaker. It is the only one new known that is wound up over an old wooden wheel. This wheel is about 12 feet in circumference, and the galvanized cable, about 300 feet in length, supports a leaden weight of 3 cwt., which has to be wound up daily.

itive construction than that made by Henry de Nick for Charles V. of France in 1370.

de Nick for Charles V. of France in 1370. The clock chamber is in the northwest tower, some 120 feet high, where the sunlight has not penetrated for hundreds of years, and the winding is done by the light of a candle. The going is the great tenor bell of the cathedral, which weighs 22 cwt., and it is struck hourly by an 80 pound hammer. The going and the striking parts of the clock are some yards apart, communication being by a slender wire. The clock has no dial. The time is shown on the main wheel of the escapement, which goes round once in two hours.

ings; and a glass of water could be placed on a table while the yacht is moving fast and not a drop would be spilled. To travel fast under such conditions is a luxury that few can enjoy, because there are few boats of the contest, and some boats are expected to large than the find has a handsome house at Milton Point on the Sound, was organized to boom steam yachting. It is expected that a large handsome trophy, valued at \$20,000, but this has never been raced for. The chib few can enjoy, because there are few boats are expected to did hold some regattas, though, and they

go over the course with the racers and get a line on their own speed. The Lysistrata is now in these waters. She is a fast boat, being credited with more than twenty knots, and it is said that she will follow the Kanawha

and Hauoli for the sixty miles.

The start will be made at Sandy Hook lightship, and the boats will race thirty miles to a turning mark, which will be about seven miles to the East of Fire Island lightship and then back again. For three bours the engines of the two boats will be pulsing as they never have before. Each skipper at the wheel will be holding as true a course as it is possible to steer. The owners and the guests will be seated in positions where they offer as little resistance to the wind as possible. Below decks the firemen will be shovelling coal into the furnaces, and the oilers will be seeing that not a bearing has a chance to get heated.

Steam yacht racing is an exciting sport It has not the attractions that racing sail-boats has, because on a sailing boat every one can do something at times to help, and much depends on the way this work is done. On a steam yacht the work is all done in preparing the boat for the contest, and then when everything is ready and the engines work smoothly and well the boat

type of boat to race against such a well equipped boat as the Atalanta. The course was the same as the previous year, and although the Atalanta won the race she was beaten in time by the Stiletto. Later on it was found that the Stiletto had gone inside a buoy instead of outside, and this gave her an advantage which was considered unfair, as the Atalanta, on account of her draught, had to take the longer course. The time for the Stiletto was 4 hours 49 minutes 54 seconds, and the Atalanta was only 3 minutes 55 seconds slower. The Radha was the third boat; then came a new one built by the Cramps and called No. 246; then the Lagonda, Aida, Rival, Sophia, Utowana, Lucile, Skylark, Lurline

were exciting.
In 1884 eight of the finest steamers raced from off Larchment to New London, a dis-

tance of eighty-flaree nautical miles. The starters included Jay Gould's Atalanta,

John Roach's Yosemite, C. F Timpson's Natalie, Mr Brandreth's Camilla, J. M.

Seymour's Rival, C. H. Osgood's Sophia and H. A. Taylor's Sphinx. The chief interest was in the contest between the Atalanta and the Yosemite, and the Atalanta

won easily. Her time was 4 hours 48 min-utes 45 seconds, and she beat the Yosemite

forty-one minutes.

The next year the Stiletto, now a tor-

pedo boat owned by the Government, startled every one by her speed, which at that time was considered phenomenal.

She was built at Herreshoff's and was en-

tered in the regatta. The race that year

was one of more than ordinary interest,

because some new boats had been built to beat the Atalanta, and the Stiletto syarou.

although she was not considered the proper

and Viola.

In 1886 the yachts were divided into classes, and they were classified according to length. Eight boats started in three classes, the biggest class bringing together the Atalanta and the Yosemite, which was then owned by W. E. Connor. In the second class were A. E. Bateman's Meteor, J. C. Hoagland's Lagonda and E. M. Field's Inanda. In the third class were F. L. Os-good's Nereid, John H. Kennedy's Viola and C. Benedict's Edith. The Atalanta, Meteor and Nereid were the winners, and the Atalanta's time was 4 hours 34 minutes 57 seconds. This time stood as a record for

the Atalanta's time was 4 hours 34 minutes 57 seconds. This time stood as a record for many years.

After that there were no more steam yacht races. The Vamoose and Norwood, small racing machines, were built some years later, and there was lots of talk of the two meeting; but they never did in any contest over a long course. Then the Ellide came out and made fast time over a mile course on the Hudson River; and the Arrow was built, and she, too, travelled fast over a similar course.

Last year steam yacht racing was revived with the race for the Lysistrata cup, and it is probable that the interest will be maintained for some years, as there is talk now of some steamers being built which are to be faster than any boats affoat.

There was a race on the Sound last summer between the Norman, Seminole and the Inga. The Norman won, and Commodore Frank Tilford, who gave the cup for the contest, returned it to the club to be raced for again. It is probable that a race will be arranged this year.

In the cruise of the New York Yacht Club there are to be two steam yacht races, and the prizes are to be cups given by F. M. Smith, owner of the Hauoli. These races will be held off Newport and are for boats under 150 feet long.

WHAT MAKES A STAMP RARE?

MERE SCARCITY NOT ENOUGH

WHAT MAKES A STAMP RARE?

MERE SCARCITY NOT ENOUGH
TO EXPLAIN BIGH PRICES.

A Mauritius Issue, of Which Twenty-five
Are Extant, Worth More Than an Ametralian Issue of Which There Are But

These stamps has brought \$3.000 at auction.

"United States postmaster stampe, or labels, are the next most valuable issues. These stamps were all issued in the early forties, preceding the regular stamp. They are of simple design, some being printed on the envelope.

"The most valuable of them is the Baltimore five-cent variety, which is printed on different colored paper and bears the signature of James M. Buchanan, then the signature of Relignore. It is the great-A Mauritius Issue, of Which Twenty-five signature of James M. Buchanan, then postmaster of Baltimore. It is the greatest United States rarity, and is valued at \$2,000. There are ten different varieties of the Baltimore stamp, worth from \$400 up to the above named figure.

"After the Baltimore comes the Millbury, Mass., five-cent stamp of 1847, issued by the postmaster of that town. One of these Millburys is worth about \$1,500.

"Next come the Brattleboro, Vt., stamp of 1846, five-cent buff, which brings around \$500, and the St. Louis postmaster stamp, valued at \$500. There were six varieties of St. Louis stamps, five, ten and twenty cents, and they are valued at from \$150 up to \$500.

"The fact that the German Postal Museum not long ago paid the tremendous sum of 80,022 for a single specimen of the Mauritius twopenny postage stamp," said a stamp dealer, "suggests the question, what goes to make a rare stamp?

The usual reason given for the high price of certain issues is their scarcity; but there are many stamps which are called rare regardless of the number of them in existence, a good example being the Mauri-

"These stamps are regarded by collectors as the rarest in the world, yet there are as many as twenty-five of them known to e extant. On the other hand, there are her issues which are far more scarce, such as the Western Australia fourpenny blue stamp, of which there are only four known, and yet none of them has never brought a higher figure than \$2,000.

"The Mauritius issues of 1847 are said to have been designed and engraved by a watchmaker, and were issued by the Mauritius postmaster to carry invitations to an official ball. Of a total original issue of 500, there now remain but twenty-five

from \$4,000 up to the price paid by the German Museum, which is the highest ever given for a single stamp. A specimen of the one penny Mauritius was discovered not long ago in the album of a French schoolboy collector, and was sent to London, where it was sold at auction, bringing the sum of \$7,200. The Prince of Wales was the buyer.

the Mauritius in point of rarity. All are 1851 is the most valuable, a specimen having brought \$3,500 at a recent sale.

"These first issues were known as missionary stamps. They were discovered by accident. very scarce, but the two-cent stamp of

accident.

A stamp collector visiting the Hawaiian Islands heard that a missionary had one of his rooms papered with stamps. Upon examining the walls of this room a number of the highly prized varieties were found whose existence had not previously been suspected. The visitor succeeded in removing half a dozen of the stamps in fairly good condition, and they are now the only ones of this issue known.

good condition, and they are now the only ones of this issue known.

"The other Hawaiian issues are said to owe their scarcity to the fact that nearly the whole supply was destroyed by the burning of the Honolulu post office. Another explanation of their rarity is that a stamp dealer went to Honolulu some years age and bought up every stamp he could get, thus cornering the supply and holding them at his own price.

"After the Hawaiian stamps come those of British Guiana. These are even scarcer than the famous Mauritius, but bring a much smaller price. Here again is illustrated a peculiar phase of this fascinating hobby.

trated a peculiar phase of this fascinating hobby.

"The British Guiana stamps have absolutely no attractive qualities to recommend them to the collector. Some of them were printed on ordinary wrapping paper, and all were set up in type at a local printing office. The stamps very closely rescuble ordinary round post office cancellations, with the value in the centre.

The 1856 one-cent stamp is unique, the only one known being in the possession of a collector in Paris. Of course it is hard to tell what it is worth, but if sold at auction it would probably bring a higher figure than that paid for the Mauritius two penny issue.

DEADLY SNAKES OF FLORIDA.

SUDDEN DEATH FOLLOWS THE BITE OF THE ELAPS.

A Pretty Creature 18 Inches Long Whose Venom Kills Like That of the Egyptian -Ants That Slay and Then Eat Snakes.

gray hair and shaggy, almost white, burnsides, strolled through the lobby of the National Hotel a few evenings ago. He stopped and talked for a moment with the clerk, and then opening a handbag and thrusting his arm within, pulled forth a long snake, which he held up to view.

He was James Bell, postmaster at Gaines ville, Fla. He is believed to have handled as many snakes as any other man in the world. Some of his friends at home call him Judge Bell, while to others he is known as Major Bell. He has a right to both titles, for he has served as Judge of the court of his county and he was a Major in the civil war, having been a member of the First and the Thirty-seventh New York

After the war he drifted to Florida and he has since been supplying snakes to the Smithsonian Institution and other customers, public and private. Here are some of his observations about Florida snakes. "A peculiarity about snakes is that if you bruise one the skin will slough off and

the ants will eat it alive. Any snake wounded in this way is bound to die. If a healthy snake comes in contact with a dead snake the odor is sure to be retained and the ants will attack the healthy snake and eat it. I have seen many such cases.

"Where a snake thus dies in captivity with others the only way to preserve the rest is to put fresh earth in the cage and isolate the cage in water so the ante can't get to it. Even then you may be defeated. Ants are persistent, and their appetite for dead snake meet is insatiable.

"Seventeen years ago or thereabouts, Shindler, the artist of the Smithsonian Institution, had an exciting experience with a snake I sent. He was a great painter

with a snake I sent. He was a great painter of fishes and animals.

"I had a calico, or thunder snake, as it is called in Florida, but the true scientific name of which is the elaps. It is brilliantly colored and seldom grows more than eighteen inches in length. Its rings are yellow, black and red.

"Few persons bitten by the elaps ever lived more than six or eight hours. Its bite is similar to that of the Egyptian asp. The victim falls into a comatose condition and it becomes hard to rally him.

him.
"The markings of this particular elaps were somewhat out of the usual and I asked, in sending it to the Smithsonian, that it be examined carefully to determine whether in sending it to the Smithsonian, that it be examined carefully to determine whether it were really an elaps or a new species.

"Shindler, who had been a great admirer of snakes up to that time, and had many pet harmless ones in his room, didn't believe it was an elaps. He began to handle it carelessly. Supt. Horan maintained that it was an elaps and advised caution.

"Some ladies happened to be in Shindler's room, and, to show that there was no danger, he drew his hand across the snake's face. Then he snapped its head with his fingers.

"The snake caught one of his fingers by a fang. Unlike other poisonous snakes, the elaps, instead of striking, hangs on like a buildog. Shindler had to choke it from his finger.

"Horan told him to see a doctor, but Shindler laughed and declared the bite was harmless. A few minutes later he noticed sharp pains in his arm. He examined his finger closely and found a red streak.

"Then he went to Dr. Taylor of the in-

streak.

"Then he went to Dr. Taylor of the institution. Other doctors were called in. They all worked fully thirty-six hours over him before he was restored to conscious-

ing by an claps was that every year, on the anniversary of the day he was bitten, that finger would swell up and become ulcerated and the nail would come off. So would the outer cuticle of the hand.

"To continued to do this several years, each year apparently getting worse. A friend in South America then sent him a medicing which checked its recurrence.

"A man in a Florida town ploughed up an claps of small size. He carried it home in his pocket and told his wife that he had generally greatly to show her. He held something pretty to show her. He held it colled up in his hand, and when he opened his hand it fell into her lap. She screamed

his hand it fell into her lap. She screamed and ran for dear life.

"Her husband assured her that the snake was harmless, and to demonstrate the truth of his assertion he snapped its head with his fingers. The elaps caught him. The man still maintained there was no danger.

"After dinner he said he was sleepy and he guessed he would take a nap. When his wife went to awaken him she found him in a stupor from which she could not rally him. He died that evening. The doctors said he died of apoplexy. They would call it heart failure now, I suppose.

"In another case near Gainesville a cat caught an elaps and ran into the house. The woman grabbed up a broom to drive it out. The cat, with the snake, jumped on the bed, where the baby was sleeping. The

the bed, where the baby was sleeping. The woman struck the cat with the broom and the animal jumped down and ran out.

"A little while after she saw that something was the matter with the child. She sent for a doctor, who diagnosed the case as some complaint or other.

"There were a root on one of the child's

"There was a red spot on one of the child's legs, but the doctor said that the bite was not responsible for the child's condition. The family sent for me. I saw at a glance that it was a snakebite and that the bite

was poisonous.

"The child died, of course. It had kicked up its legs when the oat dragged the snake over it and was bitten."

PATTER OF THE CROOK.

Up to Date Criminal Slang Heard in the Office of a Police Court Lawyer. A casual hour in the office of one of the lawyers practising at the Jefferson Market police court will give the average citizen some new ideas of up to date criminal slang. The following are some expressions recently overheard:

Never had such slathers." He brought me three high ones." "I put a crimp in it."
"He got the front."
"He got a bit for putting me next."
"Keep your two cents out." [Don't butt

In.] Till have to stand for being the main squeeze."
"Put that in your pocket and sit on it."

"Put that in your pocket and sit on it."
"He's a rapper."
"He fell for a sizer."
"Get down in your kick."
"He's got the pip."
"It's a dead wrong rap."
"He's got his lamps on her."
"So we made the con stick."
"Feel it slide, get the notta-hook."
"We're all to the mustard."
"I'll put him on the pan."
"A harnese cop pinched me."
"She got two collars."
"Would you for a gold tooth?"
These are only a few. The father of Charlotte Brontö found rare poetic imagination in slang of the Irish peasantry.
There seems to be no lack of symbolism in the patter of the modern crook.

From the Philadelphia Record.

"Of course it's hard to improve on the mint julep as a hot weather beverage," said the communicative bartender, "but I've got one that I call the 'compromise' that often comes in handy. It's built exactly on the same plans as the ordinary product of old Kentucky, except that the foundation stone is inid with sherry, instead of with rye. There are lots of men who revel in the mint julep, just because of the aroma of mint, but they are afraid of its seductive powers. The strength of the concoction proves too much for them. It is for such drinkers that I have invented the 'compromise,' as I call it. They get all the aroma of the julep without its knockout propensities. It is also effective in cases where jags come in and demand mint juleps. Under such circumstances the 'compromise' comes in handy, and the chances are that the jag doesn't know the difference."

of one of the biggest manufacturing corporations of the country, every Friday at A. M., a policeman emerges from the door of a bank closely guarding three men who cross the sidewalk, enter a waiting carriage with bulky packages and are rapidly carried away. When the office of the cor-poration is reached, three or four workmen carriage to carry the packages to the paymaster's department. There they dump bills, silver dollars, halves, quarters and cents to the amount of \$120,000 upon one of

It is \$:15 o'clock by the big office clock, and that great pile of mixed money must be counted and verified to the last cent, and then be distributed into 10,000 envelopes in amounts of wide variation; and this must be accomplished by 2 o'clock.

Coats and waistcoats are thrown aside, shirt sleeves rolled up, and sixteen clerks jump to their places, knowing that the next six hours will demand a closeness of attention and nimbleness of action rarely called for in ordinary business.

There are four polished tables, each accommodating four clerks. The paymaster, who holds a memorandum of the contents of each of the money packages, throws a heavy bag of coin on a table Instantly it is untied and eight hands pull piles of the coins toward them, and the counting begins.

At the other tables more coins or bills of various denominations are being counted. As each bag or package is completed, the paymaster checks it off on his list.

About an hour is consumed in this pre-

liminary work. As the last bag is checked off, the paymaster heaves a sigh of relief The first stretch is passed; the amount is correct, and they can now get to the real work of the day.

In front of the first man at each table are placed a pile of bills, with small change and a tray containing rows of pay envelopes. The hands in this factory are all numbered, and the envelopes bear on the outside the The computation of these amounts has

occupied a force of two dozen or more clerks the whole preceding week. Much of the factory work is done by the piece which entails an immense amount of work in collating and figuring.

which entails an immense amount of work in collating and figuring.

Two days before pay day checks are distributed to the hands, showing the amounts due to each, and any error, if promptly reported, is corrected the same day.

To return to the tables. The first man at each of these seizes an envelope, rapidly counts out the money it calls for and passes both to his right-hand neighbor, who in turn counts it and passes it to the next man. He also counts it and passes it on to the fourth man, who packs it into the envelope. Thus each amount is counted three times, and the possibility of error almost eliminated.

Silently and swiftly the sixteen men rush the work along, with an eccasional brief pause to test a coin or pass a doubtful bill over to the chief for inspection, while now and then comes a sharp call for "More fives!" or "Nickels here!"

Gradually the great piles of money diminish and the trays of filled envelopes pile up until at 2 or 2:30 a howl of relief, a stretching of tired arms, and the stamping of cramped feet proclaim the end

There have not been many steam yacht races. Some years ago the American Yacht Club, which has a handsome house

driven over the course.

Quick work this. Four men have counted out 10,000 pay amounts in five hours. That means nearly ten each minute, and the amounts vary from \$2 or \$3 to \$20 and \$25, and call for all kinds of change.

But the paymaster is not through work yet. He has much yet to do, and not a superfluous minute to do it in.

Hastily munching a sandwich, he counts over the money left and thus verifies the correctness of the amounts put up. If there's an error, his troubles have just begun: but it is a remarkable fact that in

there's an error, his troubles have just begun; but it is a remarkable fact that in five years, during which the sum of more than \$20,000,000 has been paid out in wages, only once has a recount been required.

Finding the account correct, he proceeds to make any reduction which may be necessary—purchases made by workmen, trustee writs and assignments to no-money-down concerns have to be taken care of—and with much groaning of spirit he calls an assistant to take out the required envelopes and help him to mark the deductions on them, and again make the proper change.

It is 4 o'clock by the time this is straightened out, and preparations must at once

pay. There are sixteen pay stations at various points in this great plant, and the pay envelopes must be properly deposited in heavy tin boxes for transportation to these stations. A clerk is in charge of each box, and it is now his duty to count the number of envelopes it contains, and

the number of envelopes it contains, and give a receipt to the paymaster.

At a quarter of 6 when sharp and clear rings the paymaster's voice, "Ready, boys!" the boys seize their hats, a heavy tramping is heard in the corridor, a score of stalwart "lumpers" troop in, and as the paymaster calls out "Factory A", "Factory B," and so on, the box for each station is picked up and carried off by a "lumper," followed by the proper pay clerk and an assistant. As the last box leaves the office the pay master drops into a chair. He can have a twenty minutes breathing spell now, the first for ten solid hours of intense care.

The pay stations are simply boxes built at convenient points, large enough for the clerk, and containing a broad shelf for his money trays. A wire grating surrounds

clerk, and containing a broad shelf for his money trays. A wire grating surrounds him, with an opening through which he can pass out the envelopes.

Unlocking his box, he arranges the contents on the shelf and his assistant stations himself just outside the opening. Already the men have begun to line up, and as the harsh screech of the 6 o'clock whistle breaks in above the rattle of machinery and clatter of feet the first man of the line hands his check to the assistant, who calls the number, takes the envelope which is passed out, sees that it bears the corresponding number and passes it to the man, and the next check is instantly handled the same way.

All is systematic and orderly, and when a dozen or two men have passed and the line has struck its gait the work progresses so rapidly that the men do not halt in their progress. It becomes a steady stream of

progress. It becomes a steady stream of men walking past the station at a fair galt, and a steady stream of money passing into their hands, without error and without

mischance.

The largest number of hands paid at any one station falls a little short of eight hundred, and within twenty minutes from the time the first check is taken up the last man is paid, and the clerks are starting back to the office. Here they count over the checks they have received, add to them the envelopes they have not, for any cause, paid out, get the paymaster's initials to the last count, and at 6:30 all are out of the office, after a day of systematic expedition which would be a record breaker if it was not of regular weekly occurrence.

From Harper's Weekly.

This story is being told of a certain New York politician: He had succeeded in securing for a friend of his a place as tax assessed at the cost of considerable exertion. Not long after the friend had begun work in his new place the politician was surprised and grieved to see that he was taxed, under "perfor an explanation, accusing him of ingrati tude and forgetfuiness of favors received.

"But I couldn't do less than obey the spe-cific details of the law," protested his friend "look-here's what it says." and he read from his papers: "For all property bounding or abutting on the highway, "per front foot."

POTATOES SCARCE AND HIGH.

ONE CAUSE IS THAT YOUNG MEN WILL DESERT THE FARM.

And Try to Get Rich in the Commission Business—Other Young Men Who Have Quit the City and Done Well at Farming

"Potatoes jumped \$2 a barrel in one day last week," said a downtown commission merchant. "They went up from \$4.50 to

"The price is ridiculous, There ought

to be plenty of new potatoes on the market at from \$3.50 to \$4 a barrel. But they are not there; and one reason they are not is that a lot of young men who ought to be back on the farm where they came from are here in the city trying to get rich in the commission business.

"I know at least thirty men who are skinning along at the rag, tag and bobtati end of the commission business who came from good farms where they might be making plenty of money if they knew what to raise and how to raise it. There is one man I know of who made \$40,000 last year on

"He got \$15 a barrel for all his onions, and he had brains enough to put out an everlasting lot of them. The sudden wealth that poured in on him just about turned his head for a while, but he has got his senses again and is going to be on the market with another big paying crop this year.

"And then there is squab raising and Belgian hare raising. I know a woman over in Jersey who cleared over all expenses last year \$10,000 in raising squabs.

"She raised the finest kind of squabs and prepared and packed them like an artist. There is no limit to the demand for squabs. The demand for Belgian hares is equally great, and they are easy to raise.
"Then, of course, there are the old re-liables, chickens and eggs. We had a clerk

liables, chickens and eggs. We had a clerk in our store who was getting \$10 a week salary. He saved his money and through the knowledge he got of the produce commission business saw his way to doing something for himself.

"He went down on Long Island, got a little farm and began raising chickens. He is now independent, with an income of \$2,500 or \$3,000 a year, to say nothing of the food for himself and family that he raises on the farm.

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"Of course his training in the commission business was valuable to him. He knew what was marketable and what was not. He knew enough to pack his eggs nicely in good, attractive boxes, and now they are a recognized commodity on the market.

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"It would be a good thing for anybody who thinks of going into the produce raising business around New York to have as much information as he can get about the commission market here in the city. The commission market here in the city. The

mission market here in the city. The commission merchants would be glad enough to give it. They are only too anxious to see more stuff grown about here.

"Take this potato situation, for instance. Here we are getting lots of potatoes from Ireland, Scotland and Germany, when we ought to have an abundance of them right at home. The South and North Carolina crops are used up clean already. In Ireland potatoes are a drug on the market this year and would be bringing beggarly prices were it not for the demand here.

"But our young fellows on the farms are crazy to get to the city and too lazy nowadays for hard farm work. The foreigners, however, are getting on to the situation.

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"Out in the Oranges, in New Jersey, scores of Poles are making lots of money raising nothing but onions. They have hundreds of acres planted in onions, and onions command a good price now, and are quickly sold

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"The foreigners will own all the good truck farming country for a hundred miles around New York if our American young fellows do not wake up and get over their fool notion of rushing off to the city."